

Pony Express saddles up Monday for 1,966-mile re-enactment trek

Riders will make 3 stops in Utah on the route to Sacramento

By Douglas D. Palmer
Deseret News staff writer

6-8-89
Pony Express riders will carry mail by relay next week from St. Joseph, Mo., to Sacramento, Calif. They will make three stops in Utah and many other places between the two points.

The 10-day, 240-hour trek will cover 1,966 miles over the Pony Express National Historic Trail through Missouri, Kansas, Nebraska, Colorado, Wyoming, Utah, Nevada and California.

Riders are scheduled to leave Evanston, Wyo., at 1 a.m. Monday, June 14, and arrive in Murray between 10 and 10:30 a.m. the same day. A change of riders will take place just east of a Utah National Guard Armory at 5189 S. State.

From there, riders will travel to Simpson Springs and Ibapah, both in Tooele County, said Fred Abernethy, Taylorsville, immediate past president of the Utah division and a vice president of the National Pony Express Association. "This is the 23rd consecutive year of the re-enactment of the Pony Express. We have approximately 80 to 95 members in Utah, with about 60 to 80 of that number planning to ride this year," said George Lange, Riverton, state president.

Gwendolyn S. Gray, 87, South Jordan, is one of the state division's oldest members, if not the oldest. This will be the first year that she has participated for many years in the Pony Express re-ride, said Lange, a trail captain for the event.

Members of the National Pony Express Association, an all-volunteer group with headquarters in Pollock Pines, Calif., will make the cross-country ride.

They will carry commemorative letters in a mochila, a leather

square with four pockets or cantinas sewn in each corner, which fits snugly over the saddle and under the rider. The cantinas will be locked until their arrival in Sacramento's Pony Express Plaza at noon Friday, June 18. The ride will conclude during that city's 1999 Railfair.

Bearing 33-cent commemorative issue Gold Rush Stamps, the letters will honor Pony Express history in Missouri. The stamps will be issued by the U.S. Postal Service to observe the 1849 California gold rush. The stamps will receive a first-day cancellation following the Sacramento welcoming ceremony.

Pony Express riders carried letters and telegrams for 18 months in 1860 and 1861. They hoped to demonstrate that a central route through the Salt Lake area and Placerville, Calif., was passable even during the winter. Although the Pony Express ended in financial disaster upon completion of the transcontinental telegraph, it is remembered as a symbol of the Old West, group officials say.

ness district but is in an historic preservation overlay zone.

Jacob owns Commercial Properties Inc., a central parking lot and a building he leases to Six Star Factory Outlet, all in the central core area south of the post office. His application said he wanted the money to repair an inner city parking lot, fencing, gate and Dumpster and put in a new concrete curb cut. The money would also be used to refurbish several downtown buildings that would include roofs, air conditioning, heating, painting and remodeling. The detail he submitted was deemed unacceptable.

Wanlass said officials have questioned whether the money should be brokered, although the council approved it on that basis. He said the council wants detail on how the money will be used from each business. It may have been better if each business had applied on its own, he said. The businesses are Alpine Lock & Safe, All Star VCR, Six Star Factory Outlet, The Yogurt Parlor, Christensen's Department Stores and Coast to Coast Stores.

It's not the first time Jacob has requested and not received a loan from the fund. Jacob said he made his first attempt for a loan in October 1992, another in September 1993 and a third try in December 1997 that was granted but never received. He applied again in March this year and again in April — the City Council said it

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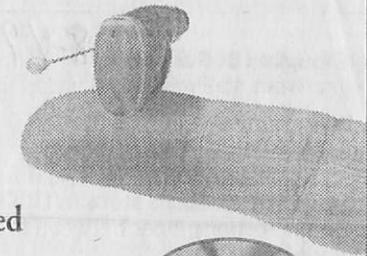
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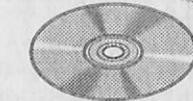
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Pony Express rides on in Utah park

Officials unveil statue honoring legendary runs

By Alan Edwards 7-16-98

Deseret News staff writer

Who would have believed that a scant 1½-year period of young men riding horses real fast in relay would have engraved itself so vividly onto the American consciousness?

But the Pony Express has done just that, with continual tellings and retellings of stories both factual and fictional, organizations devoted to perpetuating it, celebrations and re-enactments.

"It was a very significant thing," said LDS Church President Gordon B. Hinckley, "and though it lasted only 18 months, a chapter was written in the history of the West. . . . God be thanked for these valiant, wonderful men."

Saturday, President Hinckley, Gov. Mike Leavitt, Sen. Bob Bennett and other dignitaries put their own imprimatur on this unique, short-lived method of delivering mail by dedicating a new Pony Express monument at This is the Place State Park.

"I don't know of anything more significant than this depiction of the switching of horses," President Hinckley



JOHANNA WORKMAN, DESERET NEWS

Karin Bryner shakes hands with President Hinckley at dedication of Pony Express monument.

said.

He was referring to the larger-than-life statue behind him, a version of which Utah sculptor Avard Fairbanks originally created for the 1947 Days of '47 parade. Fairbanks died in 1987 and never saw his creation completed in bronze, but his sons, working with a Woburn, Mass., sculptor, recreated the sculpture from drawings and photographs. At nine feet high, the current sculpture is larger than the life-size one Fairbanks made.

"I know my father is pleased," said son David Fairbanks.

The sculpture depicts an older rider standing beside his spent horse, having just thrown the mail bags on another horse, and waving farewell to his replacement: a young man, off-balance, still getting into the saddle while his horse takes off.

The Pony Express replaced old process of delivering mail from east to west by ship or

overland stage coach, requiring up to several weeks, reducing the time from St. Joseph, Mo., to Sacramento to 10 days or less.

Eighty young men, each weighing less than 120 pounds, many of them from Utah, sped 1,900 miles on 420 of the fastest horses money could buy. Riders traveled an average of 75 to 100 miles per day, exchanging spent horses for fresh ones six to 10 times per

California court held that the skier didn't have a duty to avoid an inadvertent collision, and have a duty to avoid increasing risk of such a collision. By using alcohol prior to and during skiing, the defendant in that case breached his duty "not to increase the risks to participant and above those inherent in the sport."

Skier has a duty to other skiers reasonably and within contemplations said. "However, an inadvertent fall on a ski slope, which does not constitute a breach of duty."

He noted that Ricci himself had conceded that up to one second before the collision, Schoultz was skiing under control. Ricci's evidence, including all reasonable inferences drawn from it, is insufficient for a jury

to conclude that the accident could have occurred was if (Schoultz), fully in control, carelessly and precipitously turned sharply to the left, hitting the unsuspecting plaintiff, who had every reason to assume defendant was going to continue with his pattern of tight turns as plaintiff passed uneventfully on the left."

While conceding that Ricci hadn't developed that theory at the trial, "it is a scenario that emerges quite readily if one reviews all the evidence and all reasonable inferences that could be drawn therefrom in the light most favorable to the jury's verdict."

And if that's what the jury concluded, "then the accident was caused by (Schoultz) negligence, not an inadvertent fall," and Wilkinson should have let the verdict stand, Orme said.

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at stations spaced 12 miles across the West.

Riders were armed with a Colt revolver and light rifle for physical protection and a Bible for spiritual comfort. They took an oath to remain from foul language and limited to not "quarrel or fight with any other employee of the

company station keepers and one were killed by Indians, in the latter case the horse running on its own, bringing the rider through. Riders also carried supplies of the day, including Abraham Lincoln's first inaugural address and news of the firing on Fort Sumter, the event that began

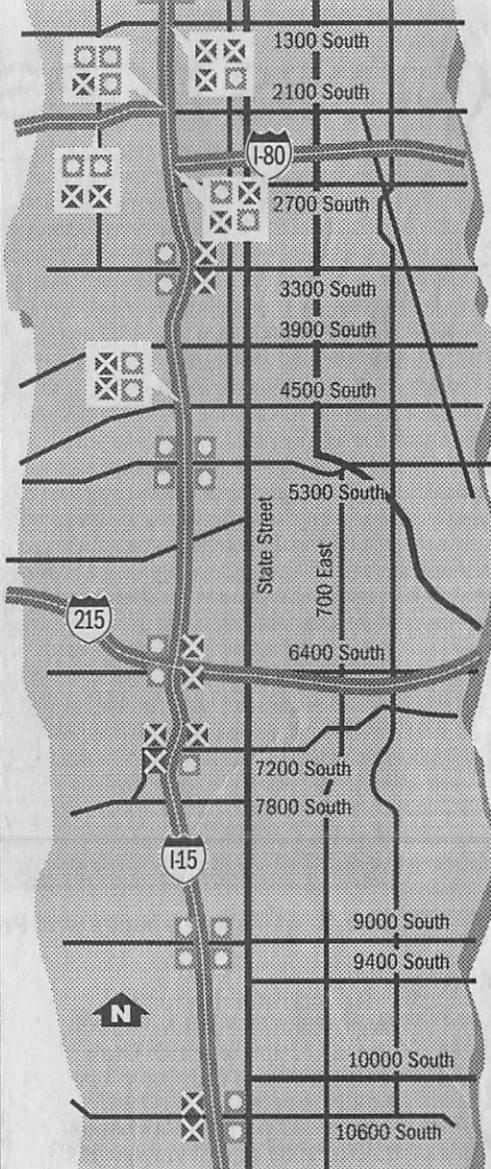
the Civil War.

The Deseret Evening News, as it was then called, created a special edition specifically for the Pony Express called the Pony Express Dispatch.

In a purely pragmatic sense, the outcome of the venture was decidedly mixed. While it succeeded in bringing the mail through in an extremely short time, it never made money, and was made obsolete by the completion of the transcontinental telegraph line.

While, at \$5 per 1/2-ounce, Pony Express mail was very expensive to deliver, President Hinckley noted that the high price gave it certain advantages.

"I think there was no junk mail that was moved by the Pony Express," he said.



The above map reflects permanent closures, but is subject to change. For daily I-15 reconstruction updates, call the I-15 hotline at 1-888-INFO or visit www.I-15.com

northbound I-15 from 600 South to 1000 North, and southbound I-15 between 1000 North and 500 South.

July 30, 10 p.m.-6 a.m., eastbound I-215 from I-15 to State Street.

Ramp Closures

July 31, 10 p.m.-6 a.m., southbound I-15 offramp to U-201.

Other Street Closures

July 26-Sept. 15, 24 hours, 10600 South from State Street to 700 East.

July 27-29, 9 p.m.-6 a.m., 4800 South beneath I-15.

July 30, 9 p.m.-6 a.m., eastbound U-201 between Redwood Road and 300 West.

July 31, 10 p.m.-6 a.m., westbound U-201 between 300 West and 900 West.

Upcoming Closures

Aug. 5, through spring 2001, southbound I-15 connection to westbound I-80.

Statewide Road Closures

July 26-TBA, 5600 South in Roy, between 2425 West and 3300 West.

July 26-TBA, rest area closed on US-191 at Kane Springs between Moab and LaSal.

July 26-November, in Cedar City, bridge replacement at 200 North/200 East has closed Piute Drive and Highland Drive. Local access maintained.